(b) 200 metres.

(c) Defence Ministry's concurrence has been obtained to the spacing between the Bridges, as adopted.

Wagon/AC Coach Repairing units of *Zonal* Railways

2966. SHRI SANTOSH KUMAR SAHU: Will the Minister of RAILWAYS be pleased to state.

(a) what is the number of wagon repairing, AC coach repairing, and coach repairing units in each zonal railways alongwith names of places where the same are located in Southern Raiiway and number of coaches/wagons repaired by them in Southern Railway;

(b) the reasons as to why condemned like coaches are being sent to Mancheswar and other repairs are being sent to elsewhere in respect of Southern Railway;

(c) the reasons as to why the AC coaches in New Delhi-Puri trains and vice versa are often running without gas, not being attended to despite passenger complaints; and

(d) the details of facilities available/ proposed to be available for AC Coach repair/gas refiling in New Delhi-Puri Section fast trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) : (a) The Zona! Railway-wise number of repairing units (workshops) where periodic overhaul and special repairs to wagons, coaches and AC coaches are undertaken are as under:

Zonal Railway	Number of Workshops on Zonal Railway repairing Rolling Stock		
	Wagons	Coaches	AC Coaches
Central	2	3	1
Eastern	2	2	1
Northern	5	4	3
North Eastern	2	2	1
Northeast Frontier	4	2	1
Southern	2	4	2
South Central	2	3	1
South Eastern	2	2	1
Western	5	4	1
TOTAL	26	26	12

The names of the places where workshops are located in Southern Railway and the number of coaches/wagons repaired by them are as under:

Workshop	Average monthly outturn in Four Wheeler Units.	
	Coaches	Wagons
Perambur (Loco) Works, Madras.	30	Nil
Perambur (Carriage & Wagon) Workshop, Madras.	310	496
Golden Rock Workshop. Tiruchirapalli.	158	45
Mysore Workshop, Mysore	44	Nil

(b) No coaches are being sent to Mancheswar Workshop from Southern Railway for repairs.

(c) AC coaches running on New Delhi—Puri trains and vice versa are checked properly at Puri and New Delhi before departure. Sometimes faults develope enroute and these are attended by the staff. There were 29 instances during the period from April to October, 1993 when gas filling was done in AC coaches of these trains at Ne.w Delhi/ Hazrat Nizamuddin before being despatched for return trip. Regular maintenance, both at Puri and New Delhi, is being done on the AC coaches in these trains

(d) Adequate facilities for repairs of AC coaches as well as filling of gas in the form of AC coach maintenance shed including necessary machines, tools and spares alongwith requisite staff are available at New Delhi and Hazrat Nizamuddin. Arrangements at Puri for gas refilling as well as repairs exist for AC Coaches. However, these are also being strengthened by way of a separate AC coach maintenance shed with pit and coach lifting arrangement for which work is in progress.

Performance of Railways

2967. SHRI P. UPENDRA: Will the Minister of RAILWAYS Be pleased to state:

(a) whether conference of General Managers of Zonal Railways discussed the increase in rail accidents, loss of punctuality of trains and decline in traffic and deteriorating catering services on the Railways; and

(b) if so, what were the decisions taken at the conference to improve the Railways' performance in various fields?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) : (a) and (b) Yes, Sir. Rail accidents, punctuality in running of trains, traffic earnings, catering services were among the subjects discussed in the General Managers' conference held in November, 1993.

Appreciating the downward trends in train accidents, it was felt that there was no room for complacency and efforts should be continued to further improve the safety performance.

Improvement in train punctuality was noted and continuance of efforts to further improve the position was reiterated.

It was also decided that every effort should be made to meet the annual target of revenue earning freight traffic.